

SPREAD OF MANUAL TRAINING

T. B. Kidner, Director of New Branch of Education in New Brunswick, Writes of Purposes and Method of This Commendable Work, and Tells of Its Growth in This Province.

(Written by T. B. Kidner.)

In discussing the educational outlook a year or two since, Prof. Wm. James, the famous psychologist of Harvard, said, "The most colossal improvement ever introduced into the schools of America is manual training."

training, or Sloyd, formed one of the most important contributions to the movement. The early work in England and the United States was largely of a trade nature, but the Sloyd work from the first was wholly of a general pedagogical character, and insisted on the idea of the general training of the faculties and powers of the pupils, rather than the specialized training for some particular avocation. The wisdom of this was bound to make itself apparent, and today, all "manual training" is "Sloyd" and the terms are practically synonymous.

But what about "technical" education, about which we are hearing so much and for which there is such a widespread demand? Manual training, the subject being introduced into our public schools, is not technical education; that is, the training in the principles and underlying science of the various trades and professions. But it has, nevertheless, a most important bearing upon the specialized instruction of later years.

Isolated attempts at this, notably one in the city of Halifax, were made in the early nineties, but it was not until the year 1900 that a regular organized effort was made to make the subject known throughout the Dominion. In that year the far-sightedness of Professor Robertson, aided by the wealth of Sir Wm. G. Macdonald, made it possible to establish one or more schools in every province. Organizers and teachers of proved experience in Great Britain and the United States, were imported to give the subject the best possible chance, and for three years the work was supported almost wholly by this generous scheme. At the end of that period so satisfied were the various provincial authorities with the results of the movement that in practically every province the schools were taken over as a part of the regular educational system, and grants made to further the general adoption of manual training methods.

New Brunswick was by no means behind, for in April, 1902, an act was passed by the legislature offering substantial aid to boards of trustees in equipping of departments for manual training in wood or metal working, and to teachers who qualified themselves to give instruction in the same.

Satisfactory spread in New Brunswick. The result has been that, in addition to departments for the instruction of the students in training at the provincial normal school, no less than eleven public manual training schools are now in operation in New Brunswick. Of their popularity and success, there is no longer any doubt, for from all sides comes testimony that they have met a long-felt want for some more "practical" form of education, some methods by which the life of the school could be brought more into touch with the outside world.

But what is a manual training school? What is done there, and how does it differ from an ordinary school? What is the meaning of the various terms which are known, such as "Sloyd," "Hand-and-Eye Training," "Technical Training," "Industrial Training," etc., etc.?

First and foremost the manual training department differs in its form from the regular school room. Instead of the familiar seats and desks, maps and slates, ink and paper, there are to be found neat little work benches, equipped with the best and sharpest of tools; wood of various sorts and sizes; specimens of handicraft; sections and leaves of trees; drawing boards and instruments; nails, screws, glue and the hundred-and-one oddments that go to make up a workshop.

"A Trade School?" "Oh, no—not at all." For, as will be presently shown, its aims are quite different. But not only is its form different from the regular school room, but its methods are radically so. In place of the "pouring-in" process, which is so often, alas! the method of the ordinary school work, the process is reversed, and consists in drawing out the powers of the child by means of the intelligent work of his hands, his eyes and his brains. The training of all these, and the development of strength of mind, body and spirit is the aim of the manual training school.

The Secret of Success. "Learning by doing" is the keynote of their work and the secret of their success. In place of attitude of passive receptivity of the pupil in so many of the regular studies, the whole future of the boy is at work, handling, seeing, feeling, doing, and using the material world about him; and the learning of the elements of a trade, though the products of the boys' exertions, so proudly borne home at the conclusion of the day, are not the end, but to many a practical craftsman, but the training of the boy in self-reliant habits, of the will and the power to do and persevere.

But "Sloyd," "Technical Training," what are these? The Swedish manual

graph, and even history and language. It has entirely revolutionized the methods of science teaching. When, owing to the cessation of new discoveries and their bearing upon ordinary life interests, the necessity of introducing science into our schools was first realized, the acquisition of knowledge was considered as an end in itself of sufficient importance, apart altogether from the value of the study as a mental discipline. Much of the science teaching of a few years since was little more than the satisfaction of the learner's curiosity with regard to the more startling wonders of the universe. It furnished information as to the phenomena of Nature, but failed to educate the true sense of the word. Only recently has the reason been discovered of the too evident failure of science lessons to give that all-round training of the faculties which the old learning provided. And we owe it largely to the experience gained in the workshop that the discovery has been made, and that the method of best teaching has been entirely changed.

MARKS OF GOOD WILL Presentation to Messrs. Russell and Nevins, of Canadian Drug Co.

A very pleasant surprise was given John Russell, Jr., (manager), and Charles T. Nevins, of the Canadian Drug Company, Ltd., when, as the firm was closing on Friday night, they were requested to step into the sample room, where, amid the handsome display of fancy goods and the pleasant atmosphere floating around the same, they were met by a circle of their employees, who had their faces lit with the joy of the occasion.

After being assured that all present were friends and confidence restored, addresses expressive of the warm feelings of the employees toward their employers were presented to Mr. Russell and Mr. Nevins.

Nearly all the present staff have been with the firm for several years, some from the start, and during all its career the treatment and consideration received at the hands of their employers has cemented them together with the best of good will.

After wishing the firm every prosperity for the future and, as a token of the high esteem in which Mr. Russell and Mr. Nevins are held by these under them, a handsome bronze tablet was presented to each, with the sincere wish that as they continued to mark the hours and days, each may be more happy and prosperous for them than the former.

STREET RAILWAY TO SPEND \$50,000 Col. H. H. McLean, who returned yesterday from Montreal, where he attended the meeting of Canadian street railway men, told The Telegraph Friday night that the St. John Railway Company, this city, have placed orders for \$50,000 worth of machinery and stock, to be delivered here in two months. This will assure, he said, a service equal to that of any other street railway on the continent. Col. McLean said he did not think the public were fully aware of the difficulties with which they had had to contend in the past year, and that if the company had spent nearly \$200,000 in equipment, there was no use placing orders in the summer time, when the cars and other works had more than they could do.

The object of the association of street railways recently effected in Montreal, he said, was simply that they might meet together in order to compare notes as to the best way of carrying on their work. They will meet every three months, and papers bearing on the best methods of carrying on the work will be read. It will cost each company \$100 to belong to the association. This membership fee confers only the right to send so many representatives to the meeting. Colonel McLean has been appointed attorney. This association will be held in Montreal, he said, and it is with one object in view, that of the benefit of advice from those who are in a position to give it.

HEAD CRUSHED; DIED SOON AFTER Fearful Fate of Fred. B. Galbraith, Carleton C. P. R. Brakeman

CAUGHT BETWEEN CARS Top of Skull Torn Off by Deal and Car End Grashing Together, and Remained Wedged There in Cap—Will Be an Inquest.

The top of Frederick B. Galbraith's head was crushed off between freight cars on Rodney wharf, Carleton, about 6.30 o'clock Friday evening. He died one hour and eighteen minutes later. He was coupling a deal laden flat car and a box car and his head caught between the end of a protruding deal and the end of the other car. The skull from the brow was washed. A ghastly feature of the fatality was the fact that his cap, containing blood, was jammed with intense force and remained fast to mark where the young man lost his life.

It could not be removed until an order was given by Coroner Berryman to drive back the deal. A jury will be empaneled today and the inquest will be held as soon as circumstances permit.

Mr. Galbraith was 23 years old and unmarried. He was the eldest son of Samuel and Lottie Galbraith and lived with them in Union street, within eight of the place where he went so swiftly to his death.

He was a C. P. R. yardman (and practically spent all his days railroading) and left home at 2.30 o'clock in the afternoon. The next time the family heard of him information came to the house with the information that Fred had been hurt and could not live.

J. Doherty was the engineer of the fatal train. Geo. Doherty was his fireman. The yard foreman was G. Kingston. It was dark and snowing at the time and as far as can be ascertained no one actually saw the young man's death.

His Fearful Position. Among the first to reach him were Geo. McEwen and a teamster in the employ of A. G. Smith. They heard no outcry but noticed him between the cars and, running closer, saw at a glance his fearful predicament. The full horror of what had happened did not dawn on them until they were able to seize his body and draw it free of the wheels. Then it was seen that the upper portion of the head was contained in the tightly jammed cap. Blood had deeply marked the features and shoulders. He was laid on the ground and covered with a piece of sack and Coroner Berryman was notified, and the body of Mr. Fowler, near the scene of the fatality, was made ready for the reception of the dying man.

Though living, there was no possibility that his life could be sustained. All he did was to moan. He was tenderly conveyed into the office and there passed away.

There was much discussion Friday night respecting the position of the deal which was responsible for the death. It was said that when a car is loaded with deals the end should be flush. This deal, which was one on the second tier, was protruding over a foot. It was thought perhaps that the deal had "skated"—that is, been forced ahead, because of the fact of the protruding deal.

From Mr. Fowler's office the body of Mr. Galbraith was taken to I. O. Beatty's undertaking rooms. The father of the deceased was notified, and the west side of the street was closed for some time. Brothers are Messrs. Arthur, James and William and sisters are Annie and Lillie—all residing at home.

YEAR'S BAD TIMES; SHIPOWNERS MOAN Many Eastern Ports Closed to cargoes and Large Portion of Eastern Trade Has Been Lost.

LONDON, Dec. 23.—British ship owners cannot get back on the year 1904 with much satisfaction. In fact, beyond a transitory spurt in the spring and another in the autumn, they have had a tale of continuous deepening depression since the end of 1902.

Led away by momentary improvements in the freight market, many owners contracted for new steamers when, according to the best authorities, such action was absolutely unjustified and could only contribute to bring about the present acute position of freight at the lowest plane ever known.

In former bad times there has been fairly good business in at least one or two directions, but there has not been this redeeming feature during the last year. On the contrary, dull monotony has prevailed throughout every quarter of the world.

With the advent of so much new tonnage owners could not bring themselves to idle. The older vessels have suffered severely, as a large number have been laid up a considerable time. Nor have the ship builders benefited by the work they have executed as, in order to keep the yards and staffs employed, they have made extraordinary concessions in prices and facilities for payment.

OBITUARY W. Walker Fowler. Hampton, N. B., Dec. 23.—After an illness of more than two years from cancer of the stomach, W. Walker Fowler, of Lakeside, passed peacefully away this afternoon. The son of late Henry B. Fowler, leaves a wife, daughter of Wm. Kierstead, of Springdale, Kings county, and two small children. Mr. Fowler had many friends who will extend their deepest sympathy to the bereaved family. The funeral will take place on Saturday at 2 p. m.

H. A. Burnham. Woodstock, Dec. 23.—The death occurred at East Florenceville yesterday of H. A. Burnham, proprietor of the Exchange Hotel in that place. Mr. Burnham has been sick for several weeks but it was hoped that he would recover. A mother, two sisters and two brothers survive him. One of the brothers, Charles Burnham, now located in British Columbia, will be unable to attend the funeral, which takes place on Saturday at 2 p. m.

Wm. J. Ramage. There were many expressions of regret when it was learned Sunday that William J. Ramage was dead. He had been for some time window dresser at Macaulay Bros. & Co. and was a graduate of one of the large New York commercial colleges. He was bright and popular and though but in his 23rd year had made good advancement along the road to business success. He was the son of the late George Ramage and there will be much sympathy for his mother in her bereavement. Though in poor health for some time, he was devoted to his work and had not been long confined to the house.

Fred W. Doughty. Oxford, N. S., Dec. 23.—The many friends of Fred W. Doughty, of Oxford (N. S.), will regret to hear of his death, which occurred at Oxford this morning. The deceased had been ailing for five weeks with rheumatic fever, but about a week ago was so far recovered as to be able to go for a short walk. A relapse occurred a few days ago and this morning he passed peacefully away, aged thirty-three years.

The deceased was born at London (Eng.), and came to Canada about four years ago. After a few years' sojourn in Nova Scotia he decided to enter the hotel business, and conducted at one time the American Hotel in Truro, the Hotel in New Glasgow, and for the last five or six years the Dufferin at Oxford. Probably no one in the province had more careful attention to business than him the good opinion of all. As a citizen he was public spirited and well thought of. The deceased leaves a widow and two children. He was a prominent Mason and Forester. The funeral takes place at Oxford at 2.30 p. m. on Sunday.

Mrs. Albert Jones. Mrs. C. A. Jones, wife of Albert Jones, died at her home Saturday night, after a short illness. Deceased was a daughter of the late James T. Kennedy and leaves her husband and two children—Jordan K. Jones, of this city, and Le Baron W. Jones, M. D., of New York.

Rev. Father Berthe. Rev. Father Berthe is dead at Fribourg (Switzerland). Father Berthe will be remembered by friends in Kent. He came from Switzerland in 1831 and was stationed at Munsie, Cumberland county (N.S.), afterwards at St. Mary's Bay (N.S.), and afterwards at Buctouche. In 1865 he returned to his native country. He was 78 years of age. Henry L. Berthe of Buctouche, is his nephew.

Miss Harriet M. Steeves. The death of Miss Harriet M. Steeves took place Friday at Sussex, in the 30th year of her age. She had been in failing health for nearly two years, death being due to heart trouble. She was very popular and her friends learned with regret news of her death. Her body was taken to Salisbury Saturday for burial.

Miss Mary A. Scovill. The death of Miss Mary Ann Scovill, aged 57 years, took place Saturday morning, at the home of Mrs. Amelia Crawford, 77 Sewell street. She was the daughter and aunt of W. G. Scovill and Mr. Scovill of Oak Hall. Her body was taken to Sheldie Monday morning for burial.

Mrs. John O'Shaughnessy. Hillsboro, Dec. 23.—On December 24, at her home, Hillsboro, Mrs. John O'Shaughnessy passed away in the 74th year of her age. Mrs. O'Shaughnessy was a kind

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OPEN HEARTS AT CHRISTMAS TIME

Some of the Presentations Which Mark the Season Good Will Among Men.

Christmas, 1904, has been remarkable among other things for the many expressions of good will between employers and employees, expressed in handsome presentations. So long as this kindly feeling continues, so long will the real spirit of the season survive. The following are some of the happy events that have taken place:

The altar boys of the cathedral Sunday evening presented a purse of gold to Rev. A. W. Meahan. An address was read by William Ryan and George Murphy made the presentation.

There was a pleasant gathering in the editorial rooms of the Evening Times Saturday afternoon, when A. M. Belding, the editor, and A. E. McKinley, city editor, were waited upon by the members of the local staff, who extended Christmas wishes. W. R. Croke, on behalf of the staff, presented to Mr. Belding a handsome brass pipe, and to Mr. McKinley a gold mounted amber cigar holder.

The young ladies employed in the Times office Saturday afternoon presented to Hugh Finlay, the foreman, a smoking jacket, and to F. G. Cooper, of the business staff, a pair of gold cuff links and a sterling silver cigar cutter.

In Carville Hall, John Bond, the proprietor, and his wife were the recipients of a handsome parlor clock, the gift of the lady and gentlemen boarders. Mr. Bond presented cash gifts to his help. The St. John Globe employees each received a turkey from the management.

Raymond & Doherty, of the Royal Hotel, gave their employees the usual cash gifts and they in turn gave Mr. Doherty a fine golf outfit and Mr. Raymond a fine gold ebonny case. Joseph I. Nobles, of the customs, was remembered by the staff and given a purse of money.

A. Gordon Leavitt is sending to his friends as a Christmas greeting a photograph of himself seated in his study with some of his natural history specimens around him. The Grand Union Hotel staff presented to the proprietor, W. H. McQuade, a handsome gold-headed ebonny case. The employees of Campbell Bros. axe manufacturers, presented to Willford Campbell a handsome piece of parlor furniture. The employees gave each of their men a turkey.

The York Theatre orchestra presented to their leader, Stewart Brien, a handsome meerschaum pipe. The employees of the Wood Kimball Crock, foreman of the wood neighbor and a fast friend and leaves a circle of friends who will long hold her in kindly remembrance. She leaves a husband, two daughters, Mrs. Nell Collins, of La Crosse, Washington Territory, and Miss Lottie O'Shaughnessy, who resides here.

